



## PUBLIC MEETING AGENDA

### Transportation Commission

**MEETING DATE**

Tuesday, September 9, 2014  
7:30 a.m.

**MEETING LOCATION**

Tempe Transportation Center  
200 East 5<sup>th</sup> Street, Don Cassano Community Room  
Tempe, Arizona

**MEETING AGENDA**

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
<b>1. Public Appearances</b> The Transportation Commission welcomes public comment for items listed on this agenda. There is a <i>three-minute time limit</i> per citizen.	Pam Goronkin, Commission Chair	Information
<b>2. Approval of Meeting Minutes:</b> The Commission will be asked to review and approve meeting minutes from the August 12, 2014 meeting.	Pam Goronkin, Commission Chair	<b>ACTION</b>
<b>3. Discussion on Street Tree Trimming with SRP and APS</b> SRP and APS staff will discuss their trimming policy.	Patricia DiRoss, SRP; Andrew Rable, APS; Randy Clawson, APS; Damon Gross, APS	Information and Possible Action
<b>4. Passenger Rail Study (Tucson to Phoenix)</b> Staff from Public Works and the Arizona Department of Transportation will present information on the Passenger Rail Study.	Eric Iwersen, Public Works and Carlos Lopez, ADOT	Information and Possible Action
<b>5. Briefing of the Character Area Plans-Kiwanis/The Lakes and Corona/South Tempe</b> Staff will provide an update regarding the Kiwanis/The Lakes and Corona/South Tempe character areas.	Nancy Ryan, Community Development	Information and Possible Action
<b>6. Pedicab Ordinance</b> City Attorney staff will present information about a proposed pedicab ordinance.	Bill Amato, City Attorney's Office	Information and Possible Action

<p><b>7. Department and Regional Transportation Updates</b></p> <p>Staff will provide updates and current issues being discussed at the Maricopa Association of Governments and regional transit agencies.</p>	<p>Public Works Staff</p>	<p>Information</p>
<p><b>8. Future Agenda Items</b></p> <p>Commission may request future agenda items.</p>	<p>Pam Goronkin, Commission Chair</p>	<p>Information</p>

**According to the Arizona Open Meeting Law, the Transportation Commission may only discuss matters listed on the agenda. The City of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 48 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-2775 (voice) or 350-8400 (TDD) to request an accommodation to participate in a public meeting.**

---

## Minutes City of Tempe Transportation Commission August 12, 2014

---

Minutes of the Tempe Transportation Commission held on Tuesday, August 12, 2014, 7:30 a.m. at the Tempe Transportation Center, Don Cassano Community Room, 200 E 5<sup>th</sup> Street, Tempe, Arizona.

**(MEMBERS) Present:**

Don Cassano  
Ben Goren  
Charles Huellmantel  
Philip Luna  
German Piedrahita  
Gary Roberts

Nikki Gusz  
Sue Lofgren  
Kevin Olson  
Charles Redman  
Peter Schelstraete

**(MEMBERS) Absent:**

Jeremy Browning  
Aaron Golub  
Pam Goronkin (Chair)  
Cyndi Streid

**City Staff Present:**

Joe Clements, Trans Financial Analyst  
Julian Dresang, Traffic Engineer  
Eric Iwersen, Principal Planner  
Mike Nevarez, Transit Manager  
Kathy Wittenburg, Administrative Assistant  
Robert Yabes, Principal Planner

Maja Aurora, Arts Coordinator  
Sue Taaffe, Public Works Supervisor  
Laura Kajfez, Neighborhood Services Specialist  
Shauna Warner, Neighborhood Program Manager

**Guests Present:**

Matthew Taunton, HDR Inc.  
JC Porter, ASU  
Abhi Dayal, Valley Metro

Ben Spargo HDR Inc.  
Bonnie Grabowski  
Stanko Zovko, SWFHC

Commissioner Don Cassano called the meeting to order at 7:32 a.m.

---

**Agenda Item 1 – Public Appearances**

None

**Agenda Item 2 – Minutes**

Commissioner Cassano introduced the minutes of the July 8, 2014 meeting and asked for a motion.

**Motion:** Commissioner Olson

**Second:** Commissioner Piedrahita

**Abstain:** Commissioner Gusz

**Decision:** Approved

**Agenda Item 3 – Transportation Master Plan**

Robert Yabes and Matthew Taunton gave a presentation on the Transportation Master Plan for short term (2020) and long term (2040) transportation vision. The plan highlighted roadway, streetscape, transit, bicycle/pedestrian, priority corridors, scheduling and public involvement.

Matthew reviewed the highlights for the 2020 and the 2040 plan included in the packet. Opportunities for improvement for roadways, transit, bicycle and pedestrian facilities were identified in the short term (2020) and long term (2040) vision. Matthew noted that the Transportation Master Plan proposal is scheduled to go before Council in November and details can be viewed at [www.tempe.gov/transportationplan](http://www.tempe.gov/transportationplan)

Matthew explained how future transportation needs are identified and prioritized through a set of performance measures and how various modes of transportation interact to provide the most efficient and cost effective service.

Commission members discussed how various modes of transit could function and interact with bordering cities, collecting feedback through public meetings, mailings and online surveys. The Commissioners discussed focusing on making wise investments in long term solutions like high capacity transit along the Rural Road corridor and bike path improvements along railroad right-of-way. The Commission members discussed the merits of implementing light rail traffic signal prioritization, reducing traffic lanes in underutilized corridors and neighborhood revitalization through bike lane improvements.

**Agenda Item 4 – Broadway Road Public Art**

Eric Iwersen and Maja Aurora presented an update on the public art concepts for the streetscape project, which will improve bicycle facilities, enhance the streetscape and calm traffic on Broadway Road between Mill Avenue and Rural Road. This art project is funded by the Tempe Municipal Arts Fund supported by the Tempe Municipal Arts Commission as well as supportive Transit Tax funds from the overall street project. The project budget is \$80,000, which includes artist fees, design, fabrication and installation. The public art elements, upon approval of their design, will be installed in conjunction with street construction process. The project is expected to be completed in 2016.

Maja explained the process of selecting artists Laurie Lundquist and Rebecca Ross, who have designed art elements for the proposed wall, which include Morse code messages paying homage to orange trees that historically grew along Broadway Road and in the neighborhood. In areas of the wall that are set back from Broadway Road, the artists propose to install a series of steel “tree profiles” and square “pixels” in various hues of green and orange.

---

Commission members discussed the merits and challenges of building a wall in this neighborhood. The Commission members supported enhancing the streetscape with public art and were supportive of the concepts and designs.

#### **Agenda Item 5 – Art Bike Racks**

Eric Iwersen and Maja Aurora presented an update on artist designed back racks in an effort to enhance bicycle parking, increase bike ridership in downtown and explore possible opportunities for funding.

Commission members discussed the merits and challenges of installing bike racks on public/private property. Staff recommended placing any new bike racks on public right-of-ways for convenient, consistent access for cyclists. The Commission supports the Art Bike Rack program and approves efforts to move forward.

**Motion:** Commissioner Huellmantel

**Second:** Commissioner Goren

**Decision:** Approved

#### **Agenda Item 6 – Department and Regional Transportation Updates**

Eric announced that the Alameda Drive project was submitted to MAG and will receive \$75,000 in funding and now a formal project and is scheduled to commence in January 2015.

#### **Agenda Item 7 – Future Agenda Items**

Eric Iwersen reviewed the current list of proposed agenda items and asked for Commission input.

The following future agenda items have been previously identified by the Commission or staff:

- Passenger Rail (September)
- Proposed Short Term Improvements for I-10/I-17 (September)
- Discussion on Street Tree Trimming with SRP and APS (September)
- Briefing of the Character Area Plans- Kiwanis/The Lakes and Corona/South Tempe (September)
- Transportation Master Plan (October)
- Upstream Dam Pedestrian Bridge over Town Lake (October)
- Underpass @ Southbank Rio Salado Path & McClintock Drive (October)
- Bus Unification Update (November)
- TIM Market Research Results (November)
- 2015/16 Media Buy (December)
- Bike Hero (January)
- Bus Unification (May)
- Scottsdale/Rural Road BRT Link Service Study Update (TBD)
- Larger Orbit buses (TBD)
- Rail Signal Pre-emptive Prioritization

The Commission's next meeting is scheduled for September 9, 2014.

**The meeting was adjourned at 8:49 am**

Prepared by: Kathy Wittenburg

Reviewed by: Sue Taaffe

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

---

AGENDA ITEM 3

### DATE

Sept. 9, 2014

### SUBJECT

Discussion On-Street Tree Trimming with SRP and APS

### PURPOSE

SRP and APS staff will discuss their trimming policies with the Commission.

### BACKGROUND

Residents along College Avenue inquired about the recent tree trimming in their area. These residents have been invited to attend the Sept. 9 meeting. City staff met with SRP in July, and below is a recap as to what was discussed at the meeting.

#### Salt River Project Tree Trimming (Clearing) Policy & Practice:

- 69 KV lines or greater are assessed annually and may be trimmed annually.
- 12 KV lines or smaller are assessed and may be trimmed every two years.
- 10-foot separation from power lines is required; trees may have greater separation because of clearing for anticipated one or two year growth.
- Cuts to trees are arbor-culturally correct with arborist and forester oversight and recommendation to ensure best health of the tree.
- SRP is obligated to provide safe and reliable electric service, which requires them to trim trees away from the lines.

#### Specific to College Avenue (Alameda – US 60):

- Trees trimmed/cleared annually.
- Trees were not cleared since the streetscape project was completed five years ago because trees were young.
- SRP arborist and staff met with neighborhood representatives on site after they were trimmed.

- While significant pruning occurs to accomplish the goals of safety and service continuity, SRP's policy is to ensure that tree pruning operations are arbor-culturally correct with arborist and forester oversight to ensure best health of the tree.

The City's commitment is to:

- Work with our landscape contractor to balance out the trees as best as possible while meeting SRP's standards; though SRP may still require additional pruning.
- Plant trees away from the power lines when possible while providing shade for both street users and pedestrians on the sidewalk.
- Select trees with a canopy more conducive to being located near power lines.
- Long term, the best solution for the tree and utility line conflict is to underground the power lines. However, this is an expensive endeavor and currently there are no funds to do so.
- The city and SRP are working on a system to provide advance notification to residents of tree trimming.

**FISCAL IMPACT**

None

**CONTACT**

Shelly Seyler  
Deputy Public Works Director - Transportation  
480-350-8854  
shelly\_seyler@tempe.gov

**ATTACHMENTS**

1. SRP Fact Sheet
2. SRP FAQs
3. SRP Selecting the Right Tree Guide
4. SRP Tree List



# Trees and power lines

Properly planted and maintained trees can improve air quality and beautify our community. However, trees placed too close to power lines create fire and safety hazards and cause power outages.

**JUMP DOWN TO:**

[How we trim trees](#)

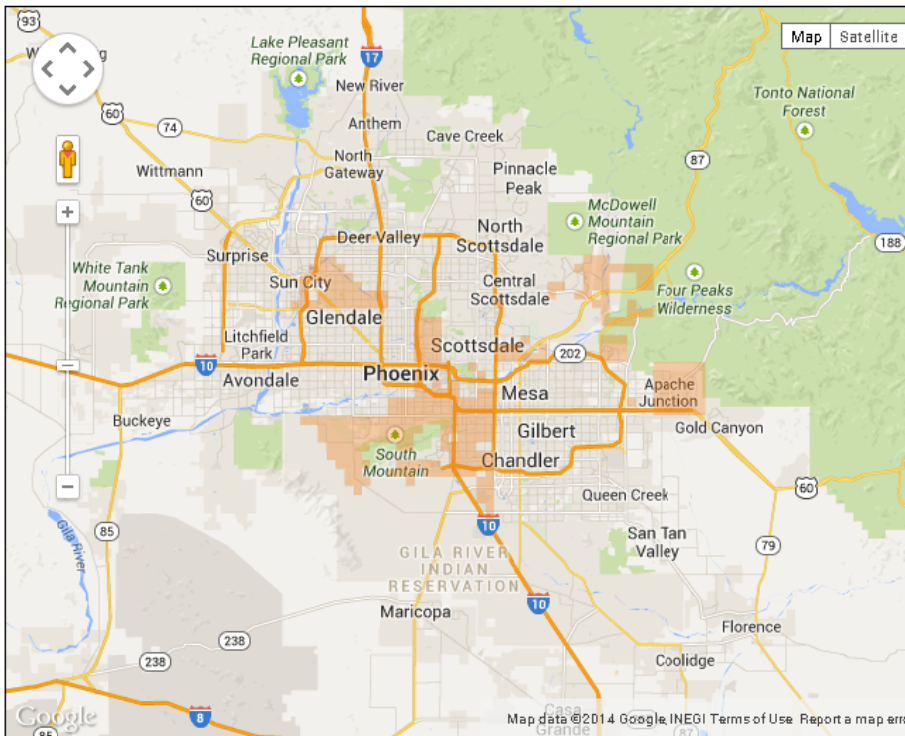
[Power line safety](#)

As an Arizona public utility, SRP has an obligation to provide safe and reliable electric service. The state grants us permission and authority to maintain our electric system, which includes clearing trees and other vegetation that may encroach upon our overhead power lines and equipment, and pose a risk to public safety and service reliability.

SRP periodically trims or removes trees that are near power lines. We hire trained, professional tree workers who are qualified to work safely near energized power lines.

## Where we are trimming now

The map below shows the current areas for tree trimming in orange. Click on any of the orange highlighted sections to zoom into the tree-trimming area. This map does not reflect tree-trimming activities around high-voltage power lines.



If you have questions about SRP tree trimming, please contact us at [corrsvcs@srpnet.com](mailto:corrsvcs@srpnet.com) or at (602) 236-8888.



### Tree planting advice

[Get tips](#) for selecting and planting the right tree.

### Dig safely

[Before you dig](#), call Blue Stake to locate underground power lines.

## Why we trim trees

There are two reasons SRP trims trees:

**1. To prevent unsafe conditions:** SRP is committed to protecting the safety of the public, customers and employees. Trees conduct electricity and create potential safety hazards when branches grow too close to power lines. For example, an unsuspecting child could climb an overgrown tree, come in contact with a live power line and risk electrocution.

We also want to protect our line crews, who are often exposed to dangerous situations when called to repair tree-related damage. To prevent unsafe conditions, SRP periodically trims trees to maintain proper clearance for overhead power lines.

**2. To maintain reliable service:** Our primary job at SRP is to provide reliable electric service to homes and businesses throughout our service territory. When tree branches come in contact with power lines, they can cause power outages or fires. That happens most often in windy and stormy weather, especially in the summer months during monsoon season. Since its inception, our tree-trimming program has drastically reduced the number and duration of outages caused by trees.

Get more [answers to questions about tree trimming here](#).



## How we trim trees

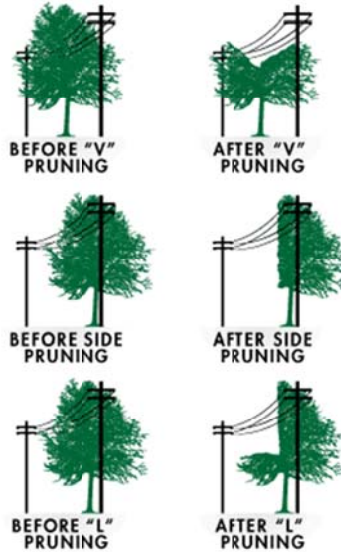
[BACK TO TOP ↑](#)

SRP will trim or remove trees that are growing into or too close to an overhead power line if they are between two power poles. **Please note that SRP will not clear vegetation around power lines that run from power poles to homes, businesses or street lights.**

Currently, SRP crews trim more than 50,000 trees every year. SRP uses a technique called "directional trimming" to train trees to grow away from overhead lines. This technique, recommended as a best management practice by the International Society of Arboriculture, is healthier for trees than "topping" or "rounding" tree growth, limits the need for additional future trimming, and keeps branches a safe distance from power lines.

The amount of trimming varies according to a number of factors, including tree growth rates, location, previous trimming practices and watering method (e.g., irrigation).

Although our approach may not improve tree appearance, we believe it is a reasonable and responsible way to keep people and property safe and electric service reliable.



## Removal and recycling

SRP currently offers near-to-the-ground removal free-of-charge in situations where tree growth is too rapid for periodic trimming. However stump grinding and removal is a property owner responsibility.

In addition to safety and reliability, SRP is committed to looking after the environment of our region. We recycle most of the tree materials we trim or remove. Clippings are chipped and used for mulch.

This recycling effort significantly decreases the amount of waste placed into area landfills and SRP's disposal costs. We also conduct our line-clearing activities in a way that protects wildlife, including endangered species such as the spotted owl.

## Overhead power line safety

[BACK TO TOP](#) ↑

You should never attempt to trim trees near power lines or hire a tree-trimming contractor to work within 10 feet of energized power lines. [Arizona law](#) places restrictions on this work to protect public safety.

If you want to trim near overhead lines that run between a power pole and your home or other structure on your property, please call SRP at (602) 236-8888 to arrange for a temporary disconnection of service. Please call at least a day in advance of the anticipated tree-trimming work and provide us with a daytime phone number. You need to be present when we arrive to disconnect service.\*

If you see a tree growing into power lines that are between two power poles and want to have it evaluated for trimming and removal, call (602) 236-8888.

*\*Tree-trimming-related disconnection requests may need to be rescheduled when emergency situations occur or previously scheduled service orders must be completed.*

[BACK TO TOP](#) ↑

[CONTACT US](#) ☺

[VIEW OUR OTHER SITES](#) ☺



## Selecting and planting the right tree

Before you plant a tree, get the facts. Find out how the tree will look five, 10 or even 50 years into the future. Knowing what height a tree will reach at maturity will help you make the right decisions now.



### Power line safety

For your safety, [SRP trims trees](#) near power lines.

### Recommended trees

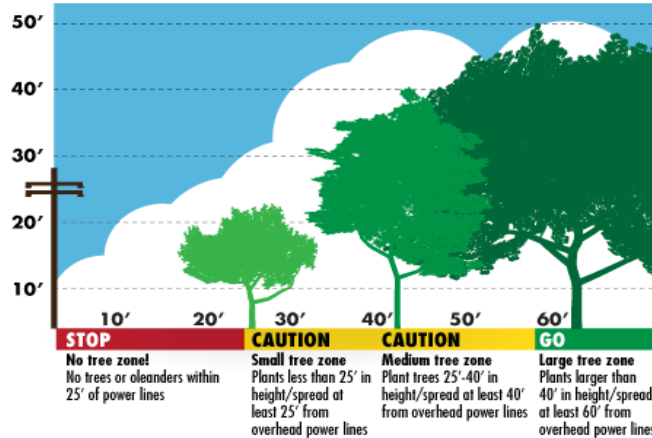
There are a limited number of trees recommended for planting near power lines. The following trees have low water requirements and can be safely planted near power lines since their height at maturity is rarely more than 20 feet unless heavily irrigated.

Here in our desert climate, we recommend the following trees:

- [Cascadote](#)  
(*Caesalpinia cacalaco*)
- [Desert Willow](#)  
(*Chilopsis linearis*)
- [Sweet Acacia](#)  
(*Acacia farnesiana*)
- [Texas Mountain-Laurel](#) (*Sophora secundiflora*)
- [Mexican Redbud](#)  
(*Cercis mexicana*)

The illustration at the right provides some helpful guidelines for planting trees.

Remember, before you plant a tree, make sure you know where existing underground lines are located by [calling 811](#). One call to this free service notifies the appropriate local utilities, which send technicians to the requested site to mark the approximate location of existing underground lines.



## More information

If you would like help choosing a tree, call SRP at (602) 236-8888 for a free brochure with additional information on approved desert shade trees for planting near power lines.

You may also contact your local nursery or state forester for additional information on proper tree selection and care.

# Call 811 before you dig

Accidents involving contact with underground electrical power lines not only can damage equipment, but also cause serious injuries and even death. Be sure you know [what to do if someone comes into contact with an energized power line](#).

If you damage an underground facility while digging, you may be liable to the owner. To avoid such damage, be sure to locate underground facilities before you begin digging by calling [811](#). It is a free service that will mark the underground lines and pipes of participating utility services to ensure you are digging in accordance with the law.

---

Contacting 811

Call 811 at least two working days before you plan to dig.

---



PLANTING CAN BE MORE DANGEROUS THAN IT APPEARS.

## Arizona Law

Below are links to the state's [Excavation Law](#). Sections of the law may be revised or repealed.

[Section 40-360.21](#). Definitions.

[Section 40-360.22](#). Excavation in public street, alley, right-of-way or utility easement; determining location of underground facilities; providing information.

[Section 40-360.23](#). Making excavation in careful, prudent manner; liability for negligence; notice; response; obliteration of marks; representative availability.

[Section 40-360.24](#). Notice of damage to underground facility.

[Section 40-360.26](#). Damage of underground facility; liability to owner, homeowner exemption.

[Section 40-360.28](#). Civil penalty; liability.

BACK TO TOP ↑

CONTACT US ↘

VIEW OUR OTHER SITES ↘

# Tree trimming questions and answers

SRP periodically trims or removes trees that are near power lines. Choose any link to get answers to frequently asked questions about SRP's tree trimming program.

## Why does SRP trim trees?

There are two important reasons we trim trees:

1. To prevent unsafe conditions
2. To maintain reliable electric service

Trees that grow too close to overhead power lines can create fire and safety hazards, and cause power outages. We trim around lines that are part of the SRP electric delivery system. However, **we do not trim trees that grow near overhead lines that run from a utility pole to a home or business (called a service drop), or around lines that run to street lights.**

## Do you use a specific approach to trim trees?

Yes, we use an internationally recommended arboricultural technique called "directional pruning." Click the link to learn [how we trim trees](#). Various tree shapes result from this technique. However the approach enables us to maintain the proper clearance from overhead lines, and keep trees in place.

## How frequently do you trim?

SRP inspects and trims around its transmission power lines annually. These are the highest-voltage lines that are typically supported by steel towers. We inspect and trim near distribution lines that run along streets and through neighborhoods once every two years.

## How do you decide which trees in my community need trimming?

For our transmission network, trees that require trimming are those that currently or that will within two years grow too close to overhead power lines. Transmission facilities carry much higher voltages and require greater clearance than distribution lines.



On our distribution system, trees that require trimming are those that currently or that will within two years grow too close to overhead power lines.

SRP representatives who evaluate trees for trimming are foresters. They consider the location of trees, growth rate, available moisture amount (drip or flood irrigation), potential wind conditions and limb configuration when identifying which trees to trim.

### **How soon will trimming occur after a forester visit?**

Tree crews typically arrive 4–8 weeks after a forester assesses an area. Scheduling conflicts, emergencies or other circumstances may delay trimming work. To see where our foresters and trimming crews are working, check out our notification map.

### **What if I see a tree that may need trimming or removal?**

If a tree in your area poses a hazard to a power line, please call us at (602) 236-8888.

### **Why do you need to remove trees?**

Some trees create hazards, but cannot be trimmed effectively without a significant impact to plant health.

For example, palm trees that grow within 10 feet of overhead power lines can cause frequent outages in your community, especially during storms and wind events. Trimming the center or "heart" of a palm to maintain a clearance for safety and reliability may kill the tree.

Our foresters will contact property owners to seek permission to remove palms and other trees. If SRP does not receive permission to remove a tree, we will trim it to provide the appropriate clearance. However, the tree may not survive or may not appear aesthetically pleasing.

### **Can I trim my own trees near SRP overhead lines?**

No. Do not endanger yourself or others. Only authorized professionals, such as SRP crews, should handle this work.

## Why can't you trim some trees on my property?

SRP does not trim trees that grow near overhead lines that run from a utility pole to a home or business (called a service drop), or around lines that run to street lights. In these cases, property owners or homeowner associations are responsible to keep vegetation clear from overhead service drop lines.

## Who should trim trees near service drops and street lights?

Keep your family and neighbors safe. Contact a certified low-voltage tree trimmer, and be sure to arrange for a temporary disconnection of the power **at least one day prior to the scheduled trimming** by calling SRP at **(602) 236-8888**.

## Are there specific rules and regulations that apply to SRP tree trimming around power lines?

Yes. Here are some of the federal, state and corporate guidelines we follow.

- Federal Energy Regulatory Commission FAC-003-3 requires utilities to maintain transmission facilities and prevent outages caused by vegetation.
- Arizona Revised Statute 48-2336 grants utilities the right to maintain and protect overhead power lines for the good of all its citizens.
- Arizona Revised Statute 40-360 defines who is authorized to work near overhead power lines.
- SRP Rules & Regulations identifies the right and need to trim or remove vegetation to safely operate, maintain and protect the SRP electric system.

[BACK TO TOP](#)

# POWER FACTS

SUMMER 2008

SRP'S GUIDE FOR SELECTING THE RIGHT TREE



## PLANTING THE RIGHT TREE IN THE RIGHT PLACE

Properly planted and maintained trees can improve air quality and beautify our community. However, trees placed too close to power lines can create safety hazards and cause power outages. You can help prevent tree limbs from interfering with power lines by planting the right tree in the right place.

Property owners who are planning landscape additions near overhead power lines should:

- Avoid planting under power lines.
- Plant at least 25 feet away from overhead lines to maintain a safe distance. Any planting placed within 25 feet of an overhead line will need to be extensively pruned or may need to be removed after a few years. Refer to the diagram below for placement information.
- Select smaller, slow-growing tree varieties. Refer to the list below for some suggestions on appropriate varieties.
- Call **811** free of charge. This one call notifies the appropriate local utilities, which send technicians to the requested site to mark the location of buried lines. Go to [call811.com](http://call811.com) for more details.

### SELECT THE RIGHT TREE

These varieties rarely exceed 20 feet in height at maturity unless heavily irrigated:

- Coral Gum
- Desert Willow
- Foothills Palo Verde
- Mulga
- Sweet Acacia
- Texas Mountain Laurel
- Texas Redbud
- Mexican Redbud.

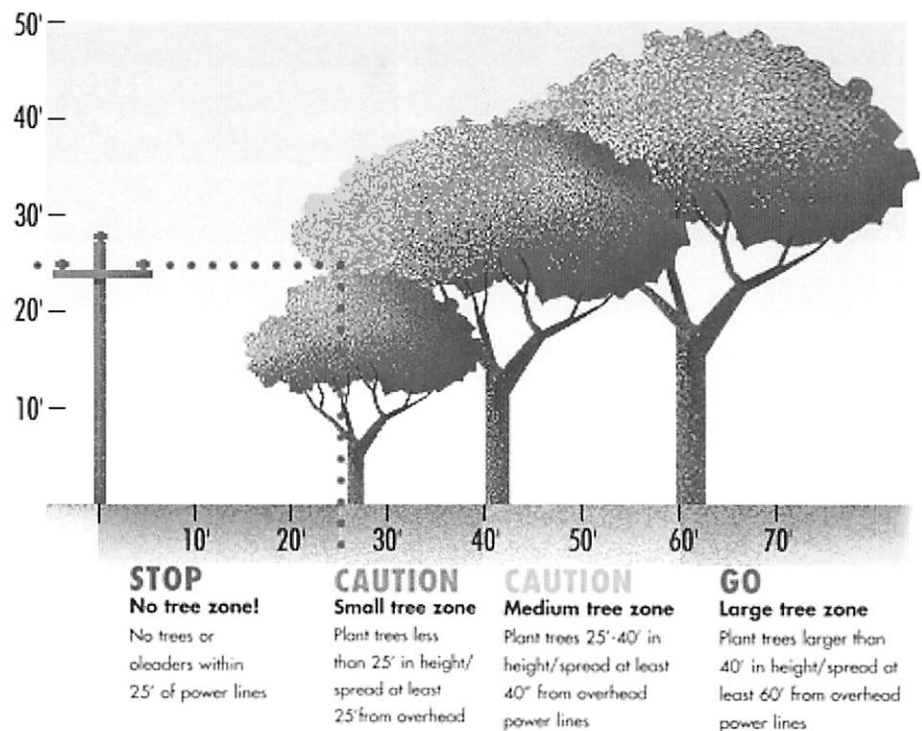
For more information about tree selection:

- Maricopa County Cooperative Extension (602) 470-8086
- Arizona Community Tree Council (602) 354-3023.

**Remember to plant at least 25 feet away from overhead lines.**

The illustration below provides some helpful guidelines for placing trees.

Tree zone guidelines are for normal neighborhood distribution lines. Higher voltage lines may have different requirements which prohibit trees. Please call us at (602) 236-8888 if you have questions about tree placement.



# POWER FACTS

SUMMER 2008

INFORMATION FOR SRP ELECTRIC CUSTOMERS



## KEEPING YOU SAFE AND YOUR POWER ON

Properly planted and maintained trees can improve air quality and beautify our community. However, trees placed too close to power lines can create safety hazards and cause power outages.

As an Arizona public utility, SRP has an obligation to provide safe and reliable electric service. The state grants us authority to maintain our electric system, which includes clearing trees and other vegetation that may encroach on overhead powerlines and equipment.

### WHY SRP PRUNES TREES

There are two reasons SRP prunes trees:

#### 1. To prevent unsafe conditions

SRP is committed to protecting the safety of the public, customers and employees. Trees conduct electricity and create potential safety hazards when branches grow too close to power lines. For example, an unsuspecting child could climb an overgrown tree, come in contact with a live power line and risk electrocution. We also want to protect line crews, who are often exposed to dangerous situations when called to repair tree-related storm damage.

#### 2. To maintain reliable service

Our primary job at SRP is to provide reliable electric service to homes and businesses throughout the Valley. When tree branches come in contact with power lines, they can cause power outages or fires. That happens most often in windy and stormy weather, especially in the summer months during monsoon season.

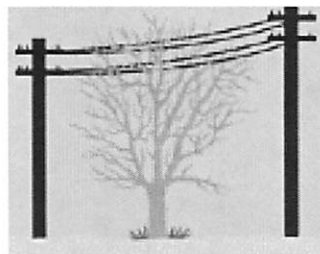
### HOW SRP PRUNES TREES

SRP periodically inspects lines and will trim or remove trees as needed. Currently, SRP crews prune more than 50,000 trees every year. We use a technique called "directional pruning" to train trees to grow away from overhead power lines. This technique, recommended by the National Arborist Association, is healthier for trees than "topping" or "rounding," limits the need for additional pruning and keeps branches a safe distance from power lines.

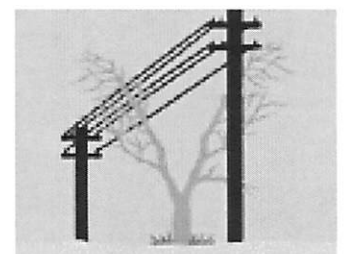
The amount of pruning varies according to factors, such as tree growth rates, location and watering methods.

Directional pruning allows us to make fewer, larger cuts back to the parent stem or to a main branch. Although directional pruning may not improve tree appearance, it is a reasonable and responsible approach to ensuring safe and reliable service. Since its inception, our tree-pruning program has drastically reduced the number and duration of outages caused by trees.

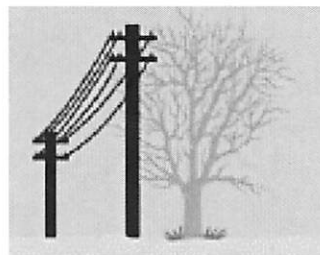
SRP does not prune trees around power lines that run from power poles to homes, businesses or street lights. In these cases pruning is a property owner's responsibility. Never attempt to prune trees near power lines yourself! Hire a tree-trimming professional. To find professionals, look in the Yellow Pages under "Tree Service."



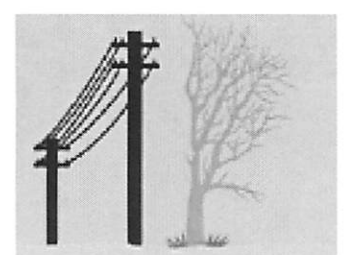
BEFORE "V" PRUNING



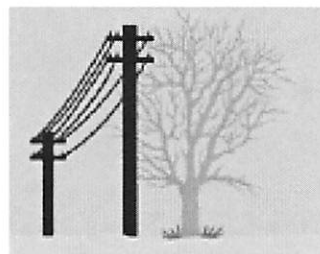
AFTER "V" PRUNING



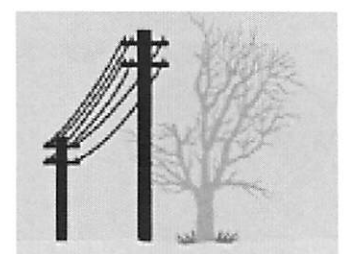
BEFORE SIDE PRUNING



AFTER SIDE PRUNING



BEFORE "L" PRUNING



AFTER "L" PRUNING

## COMPLETE TREE LIST

Approval or Disapproval of all trees/groundcover regardless of whether they are on the approved list is dependant upon electrical clearances to conductors based on voltage, as well as locations that do not hinder SRP maintenance crew access / setup. Please refer to the SRP General Design Guidelines for Proposed Improvements inside of Transmission ROW for Plan Submittal & Approval Procedure

Yes / No	Common Name	Scientific Name	Mature Height x Width (feet)
No	Abyssinian Acacia	<i>Acacia abyssinica</i>	30 x 30
Yes	Mulga	<i>Acacia aneura</i>	20 x 20
Yes	Guajillo	<i>Acacia berlandieri</i>	15 x 15
Yes	White Thorn, Mescat Acacia	<i>Acacia constricta</i>	20 x 20
Yes	Desert Acacia	<i>Acacia craspedocarpa</i>	20 x 10
Yes	Knife Acacia	<i>Acacia cultriformis</i>	20 x 20
No	Giraffe Thorn	<i>Acacia erioloba</i>	45 x 40
No	Australian Ironwood	<i>Acacia estrophiolata</i>	45 x 40
No	Weeping Acacia	<i>Acacia pendula</i>	40 x 25
No	Willow Acacia	<i>Acacia salicina</i>	45 x 30
Yes	Twisted Acacia	<i>Acacia schaffneri</i>	20 x 20
Yes	Sweet Acacia	<i>Acacia smallii</i>	30 x 25
No	Shoestring Acacia	<i>Acacia stenophylla</i>	30 x 30
Yes	Palo Blanco	<i>Acacia willardiana</i>	25 x 20
Yes	Paurotis Palm	<i>Acoelorrhaphne wrightii</i>	25 x 15
Yes	Hong Kong Orchid Tree	<i>Bauhinia blakeana</i>	30 x 30
Yes	Brazilian Butterfly Tree	<i>Bauhinia forficata</i>	30 x 35
Yes	Chihuahuan Orchid Tree	<i>Bauhinia macranthera</i>	20 x 15
No	Bismarck Palm	<i>Bismarckia nobilis</i>	70 x 25
Yes	Pindo Palm	<i>Butia capitata</i>	25 x 15
Yes	Cascalote	<i>Caesalpinia cacalaco</i>	20 x 20
Yes	Bird of Paradise	<i>Caesalpinia gilliesi</i>	10 x 10
Yes	Mexican Bird of Paradise	<i>Caesalpinia mexicana</i>	20 x 20
Yes	Red Bird of Paradise	<i>Caesalpinia pulcherrima</i>	10 x 12
Yes	Pink Powder Puff	<i>Calliandra haematocephala</i>	15 x 15
Yes	Trinidad or Brazilian Flame Bush	<i>Calliandra tweedii</i>	10 x 10
No	Pecan	<i>Carya illinoensis</i>	100 x 70
No	Carob, St John's Bread	<i>Ceratonia siliqua</i>	45 x 40
No	Lemon Bottlebrush	<i>Callistemon citrinus</i>	25 x 25
No	Blue Palo Verde	<i>Cercidium floridum</i>	35 x 35
No	AZT Thornless Hybrid Palo Verde	<i>Cercidium hybrid 'AZT'</i>	30 x 40
Yes	Sonoran Emerald Palo Verde	<i>Cercidium 'Sonoran Emerald'</i>	25 x 30
Yes	Foothills Palo Verde	<i>Cercidium microphyllum</i>	25 x 25
No	Palo Brea	<i>Cercidium praecox</i>	30 x 25
Yes	Mexican Redbud	<i>Cercis mexicana</i>	20 x 20
Yes	Texas (Western) Redbud	<i>Cercis occidentalis</i>	25 x 25
Yes	Costa Rican Parlor Palm	<i>Chamaerops costaricana</i>	10 x 6
Yes	Mediterranean Fan Palm	<i>Chamaerops humilis</i>	25 x 20
Yes	Desert Willow	<i>Chilopsis linearis</i>	30 x 25
Yes	Chitalpa	<i>X Chitalpa tashkentensis</i>	25 - 35 x 25
Yes	Bouquet Orange	<i>Citrus aurantium "Bergamia"</i>	20 x 15
Yes	Tangerine/Mandarin Orange	<i>Citrus reticulata</i>	20 x 15
Yes	Tangelo	<i>Citrus paradisi X C. reticulata</i>	20 x 15
Yes	Robertson Orange	<i>Citrus sinensis</i>	20 x 15
Yes	Texas Olive, Anacahuita	<i>Cordia boissieri</i>	15 x 15
No	Italian Cypress	<i>Cupressus sempervirens</i>	60 x 10

## COMPLETE TREE LIST

Yes / No	Common Name	Scientific Name	Mature Height x Width (feet)
Yes	Sago Palm	<i>Cycas revoluta</i>	10 x 5
No	Sissoo, Indian Rosewood	<i>Dalbergia sissoo</i>	60 x 45
Yes	Dioon	<i>Dioon edule</i>	10 x 5
No	Coolibah	<i>Eucalyptus microtheca</i>	40 x 30
No	Ghost Gum	<i>Eucalyptus papuana</i>	60 x 30
Yes	Swamp Malee	<i>Eucalyptus spathulata</i>	25 x 25
Yes	Square-Fruited Malee	<i>Eucalyptus tetraptera</i>	25 x 20
Yes	Coral Gum	<i>Eucalyptus torquata</i>	25 x 20
Yes	Pineapple Guava	<i>Feijoa sellowiana</i>	15 x 15
No	Ficus	<i>Ficus spp.</i>	80 x 90
Yes	Littleleaf Ash	<i>Fraxinus greggii</i>	20 x 15
No	Fantex Ash	<i>Fraxinus velutina 'Rio Grande'</i>	80 x 70
No	Silk Oak	<i>Grevillea robusta</i>	80 x 35
Yes	Texas Lignumvitae	<i>Guaiaacum angustifolium</i>	20 x 15
Yes	Lignumvitae	<i>Guaiaacum sanctum</i>	15 x 15
No	Jacaranda	<i>Jacaranda mimosifolia</i>	50 x 50
Yes	Peregrina, Firecracker	<i>Jatropha integerrima</i>	15 x 15
Yes	Juniper	<i>Juniperis chinensis</i>	25 x 10
Yes	Goldenball Leadtree	<i>Leucaena retusa</i>	25 x 20
Yes	Japanese Privet	<i>Ligustrum japonicum texanum</i>	25 x 10
Yes	Desert Fern	<i>Lysiloma thornberi</i>	25 x 25
Yes	Barbados Cherry	<i>Malphigia glabra</i>	20 x 15
Yes	Orange Jasmine	<i>Murraya paniculata</i>	20 x 15
No	Oleander	<i>Nerium oleander</i>	20 x 15
No	Olive	<i>Olea europaea</i>	40 x 40
No	Swan Hill Olive	<i>Olea europaea 'Swan Hill'</i>	40 x 40
No	Ironwood	<i>Olneya tesota</i>	35 x 35
No	Desert Museum Palo Verde	<i>Parkinsonia aculeata x Cercidium floridum x Cercidium microphyllum</i>	35 x 35
Yes	Mock Orange	<i>Philadelphus lewisii</i>	15 x 10
No	Canary Island Date Palm	<i>Phoenix canariensis</i>	60 x 50
No	Date Palm	<i>Phoenix dactylifera</i>	80 x 35
Yes	Pygmy Date Palm	<i>Phoenix roebelenii</i>	10 x 5
Yes	Fraser's Photinia	<i>Photinia fraseri</i>	20 x 20
Yes	Dwarf Swiss Stone Pine	<i>Pinus cembra 'Nana'</i>	25 x 10
Yes	Mexican Piñon Pine	<i>Pinus cembroides</i>	25 x 20
No	Eldarica, Afghan, Mondell Pine	<i>Pinus eldarica</i>	70 - 100 x 40
No	Aleppo Pine	<i>Pinus halepensis</i>	60 x 40
No	Chinese Pistache	<i>Pistacia chinensis</i>	60 x 50
Yes	Mastic	<i>Pistacia lentiscus</i>	20 x 15
No	Texas Ebony	<i>Pithecellobium flexicaule</i>	50 x 30
No	Mexican Ebony	<i>Pithecellobium mexicanum</i>	35 x 25
Yes	Willow Pittosporum	<i>Pittosporum phillyraeoides</i>	25 x 20
Yes	Frangipani	<i>Plumeria rubra</i>	25 x 25
No	Hybrid Mesquite	<i>Prosopis spp.</i>	40 x 40
No	Chilean Mesquite	<i>Prosopis chilensis</i>	30 x 30
No	Texas, Honey Mesquite	<i>Prosopis glandulosa</i>	30 x 40
No	Native (Velvet) Mesquite	<i>Prosopis velutina</i>	40 x 35
Yes	American Plum	<i>Prunus americana</i>	25 x 20
Yes	Flowering Peach	<i>Prunus persica</i>	20 x 15

## COMPLETE TREE LIST

Yes / No	Common Name	Scientific Name	Mature Height x Width (feet)
Yes	Flowering Almond	<i>Prunus triloba var. multiplex</i>	20 x 15
Yes	Strawberry Guava, Cattley Guava	<i>Psidium littorale</i>	25 x 20
Yes	Pomegranate 'Wonderful'	<i>Punica granatum</i>	20 x 20
No	Texas Red Oak	<i>Quercus buckleyi</i>	60 x 60
No	Live Oak	<i>Quercus virginiana</i>	80 x 120
No	African Sumac	<i>Rhus lancea</i>	35 x 35
No	Brazilian Pepper Tree	<i>Schinus terebinthifolius</i>	30 x 30
Yes	Texas Mountain-Laurel, Mescal Bean	<i>Sophora secundiflora</i>	25 X 15
No	Queen Palm	<i>Syagrus romanzoffium</i>	50 x 30
Yes	Arizona Yellow Bells	<i>Tecoma stans var stans</i>	25 x 15
Yes	Yellow Tree Oleander	<i>Thevetia peruviana</i>	20 x 15
No	Windmill Palm	<i>Trachycarpus fortunei</i>	45 x 10
No	Chinese Elm	<i>Ulmus parviflora</i>	60 x 70
No	Christmas Palm, Manila Palm	<i>Veitchia merrillii</i>	25 x 15
No	Monk's Pepper Tree	<i>Vitex agnus-castus</i>	25 x 25
Yes	Cut-Leaf Chaste Tree	<i>Vitex negundo 'Heterophylla'</i>	20 x 20
No	California Fan Palm	<i>Washingtonia filifera</i>	60 x 20
No	Mexican Fan Palm	<i>Washingtonia robusta</i>	120 x 25
No	Foxtail Palm	<i>Wodyetia bifurcata</i>	30 x 20
Yes	Xylosma	<i>Xylosma congestum</i>	20 x 15

STAFF REPORT

---

AGENDA ITEM 4

**DATE**

September 3, 2014

**SUBJECT**

Arizona Department of Transportation (ADOT) Passenger Rail Study

**PURPOSE**

The purpose of this memo is to provide background information and status of the Arizona Department of Transportation Passenger Rail Study between Tucson and Phoenix.

**BACKGROUND**

ADOT has been studying the feasibility of a passenger rail line between Phoenix and Tucson for several years. Several alignment alternatives have been explored and in April 2014 the Transportation Commission reviewed three route alternatives that linked to downtown Tempe and the vicinity.

ADOT has been working closely with the Federal Transit Administration, the Federal Railroad Administration, Union Pacific Railroad and local governments and planning organizations in Maricopa, Pinal and Pima counties to determine which route alignments would move forward for recommendation. During the last two years of the study, thousands of people completed surveys regarding which routes would best serve their communities.

On March 20, 2014 Staff and ADOT presented the project to the Tempe City Council. The Council advised careful consideration, protection and no negative impact to downtown Tempe neighborhoods and historic or older homes.

**FISCAL IMPACT**

Currently there is no funding for the project. ADOT will continue to seek public feedback on the project and advocate for funding of the project.

**RECOMMENDATION**

This item is for information and possible action. The Transportation Commission is encouraged to comment on the project and provide guidance on route alignments.

**CONTACT**

Eric Iwersen  
Principal Planner  
480-350-8810  
[Eric\\_iwersen@tempe.gov](mailto:Eric_iwersen@tempe.gov)

**ATTACHMENTS**

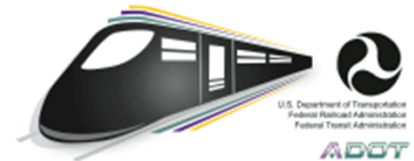
ADOT Passenger Rail Powerpoint



# ADOT Passenger Rail Corridor Study

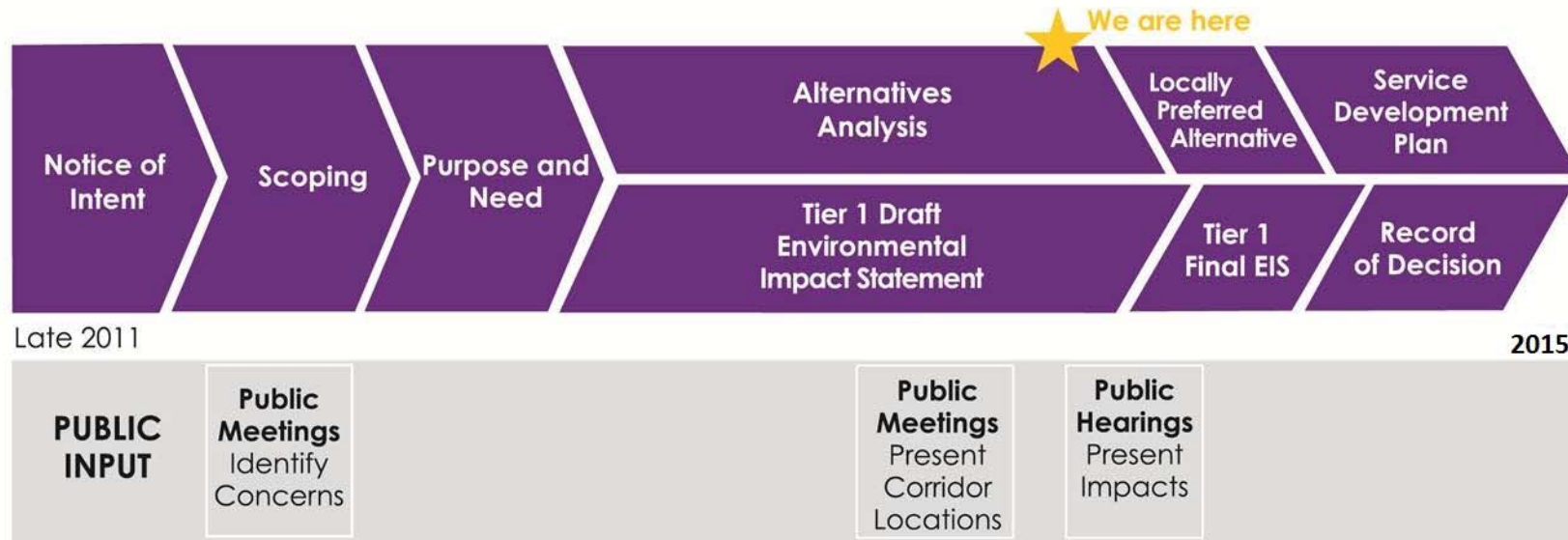
Tucson to Phoenix

City of Tempe  
Transportation Commission  
September 9<sup>th</sup>, 2014



PASSENGER RAIL CORRIDOR STUDY  
Tucson to Phoenix

# Passenger Rail Corridor Study Process

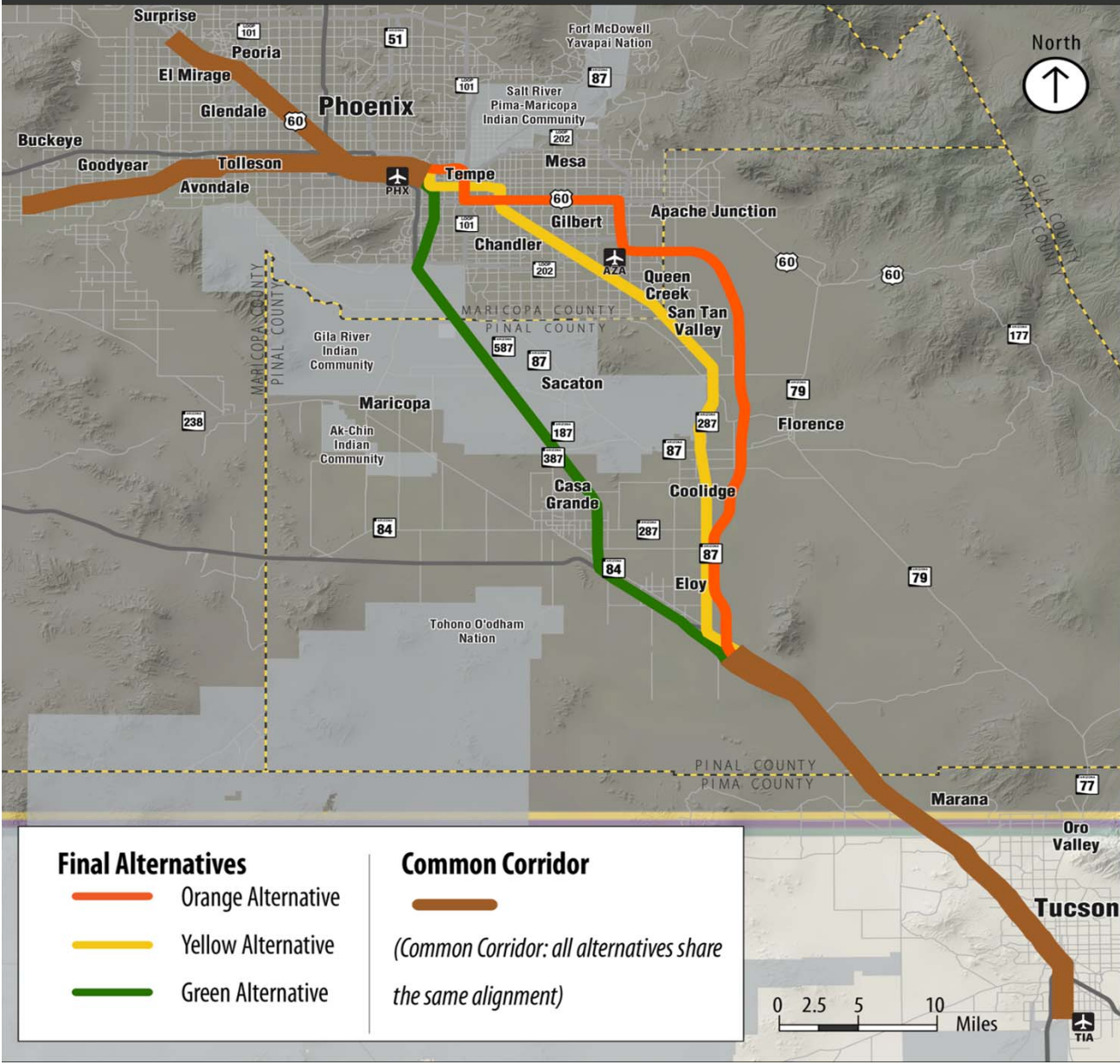


- Alternatives Analysis (AA)
- Environmental Impact Statement (Tier 1)
- Service Development Plan

[www.azdot.gov/passengerrail](http://www.azdot.gov/passengerrail)



# Level 3 Final Alternatives

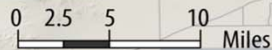


### Final Alternatives

- Orange Alternative
- Yellow Alternative
- Green Alternative

### Common Corridor

—  
*(Common Corridor: all alternatives share the same alignment)*



# High-Level Cost Estimates

- Considerations include:
  - ROW impact
  - Construction
  - Equipment

<b>Green Alternative</b>	<b>\$5.2 – \$7.9 Billion</b>
<b>Orange Alternative</b>	<b>\$6.5 – \$9.8 Billion</b>
<b>Yellow Alternative</b>	<b>\$3.6 – \$5.5 Billion</b>

# Ridership

System	Annual Ridership	Length (miles)	Riders per Mile
<b>Tucson to Phoenix (Anticipated)</b>	<b>3-5 Million</b>	<b>120</b>	<b>25-40 K</b>
Green Alternative	Lowest		
Orange Alternative	Middle		
Yellow Alternative	Highest		
New Mexico - Railrunner	1,191,654	97	12,285
Seattle Sound Transit - Sounder	2,800,000	82	34,146
Utah UTA Frontrunner	3,581,100	89	40,237
Amtrak Surf Liner (Southern Cal)	2,640,342	350	7,544





# Level 3 Public Outreach Results



## 2014 Events

The ADOT Passenger Rail Corridor Study project team attended the events below to discuss the final three alignment alternatives in the study to link Tucson and Phoenix by rail.

### Ostrich Festival

March 7, 2014 • 2 p.m. - 11 p.m.  
 March 8-9, 2014 • 10 a.m. - 12 a.m.  
 Location: 2250 S. McQueen Rd., Chandler

### Mul-Chu-Tha Fair

March 15, 2014 • Beginning at 9 a.m.  
 Location: Sacaton Fairgrounds

### Tempe Festival of the Arts

March 28-30, 2014  
 10 a.m. to 5:30 p.m.  
 Location: Mill Avenue, Tempe

### Marana Main Street Festival

April 5, 2014 • Beginning at 10 a.m.  
 Location: Main Street and Civic Center Dr., Marana

### Peoria Arts Festival

April 5, 2014 • 9 a.m. to 5 p.m.  
 Location: Osuna Park, 10510 N. 83rd Ave, Peoria

### Gilbert Global Village Festival

April 12, 2014 • noon to 6 p.m.  
 Gilbert Civic Center

### ADOT SR 24 Opening Event- Mesa

April 15, 2014 • 4 p.m. to 7 p.m.  
 Location: State Route 24, Mesa

### City of Tucson - Downtown

April 16, 2014 • 11 a.m. to 2 p.m.  
 Location: Stone Avenue and Pennington Street  
 Southwest corner by Bank of America

### City of Tucson - University of Arizona

April 17, 2014 • 11 a.m. to 2 p.m.  
 Location: University Boulevard and Tyndall Boulevard  
 Northwest corner by Gentle Ben's Restaurant and Bar

### Pima County Fair

April 18, 2014 • 1 p.m. to 9 p.m.  
 April 19, 2014 • 10 a.m. to 9 p.m.  
 Location: Old Pueblo Hall, Pima County Fair Grounds

### Celebrate Mesa

April 26, 2014 • 2 p.m. to 6 p.m.  
 Location: Pioneer Park, 526 E. Main Street

### City of Phoenix - CityScape

May 15, 2014 • 11 a.m. to 2 p.m.  
 Location: Washington St. and 1st Ave, Phoenix

### Florence Chamber of Commerce

June 17, 2014 • 12 p.m. to 1 p.m.  
 Location: Holiday Inn Express, 240 W. Highway 287, Florence

- 13 Events
- 5,085 Survey Comments
- 43 Emails and Letters
- Higher Priority in Travel Time and Reliability

**PASSENGER RAIL  
 CORRIDOR STUDY**  
 Tucson to Phoenix



# Spring Outreach 2014 – Results to Date

- Preferred Alternative
  - **Yellow:** 46%
  - **Green:** 32%
  - **Orange:** 22%

**ADOT**  
U.S. Department of Transportation  
Federal Railroad Administration  
Federal Transit Administration

**PASSENGER RAIL CORRIDOR STUDY**  
Tucson to Phoenix

**Shaping the Vision**  
Public Participation Spring 2014

Comments due  
May 31,  
2014

[www.azdot.gov/passengerrail](http://www.azdot.gov/passengerrail)

# Tier 1 Environmental Impact Statement

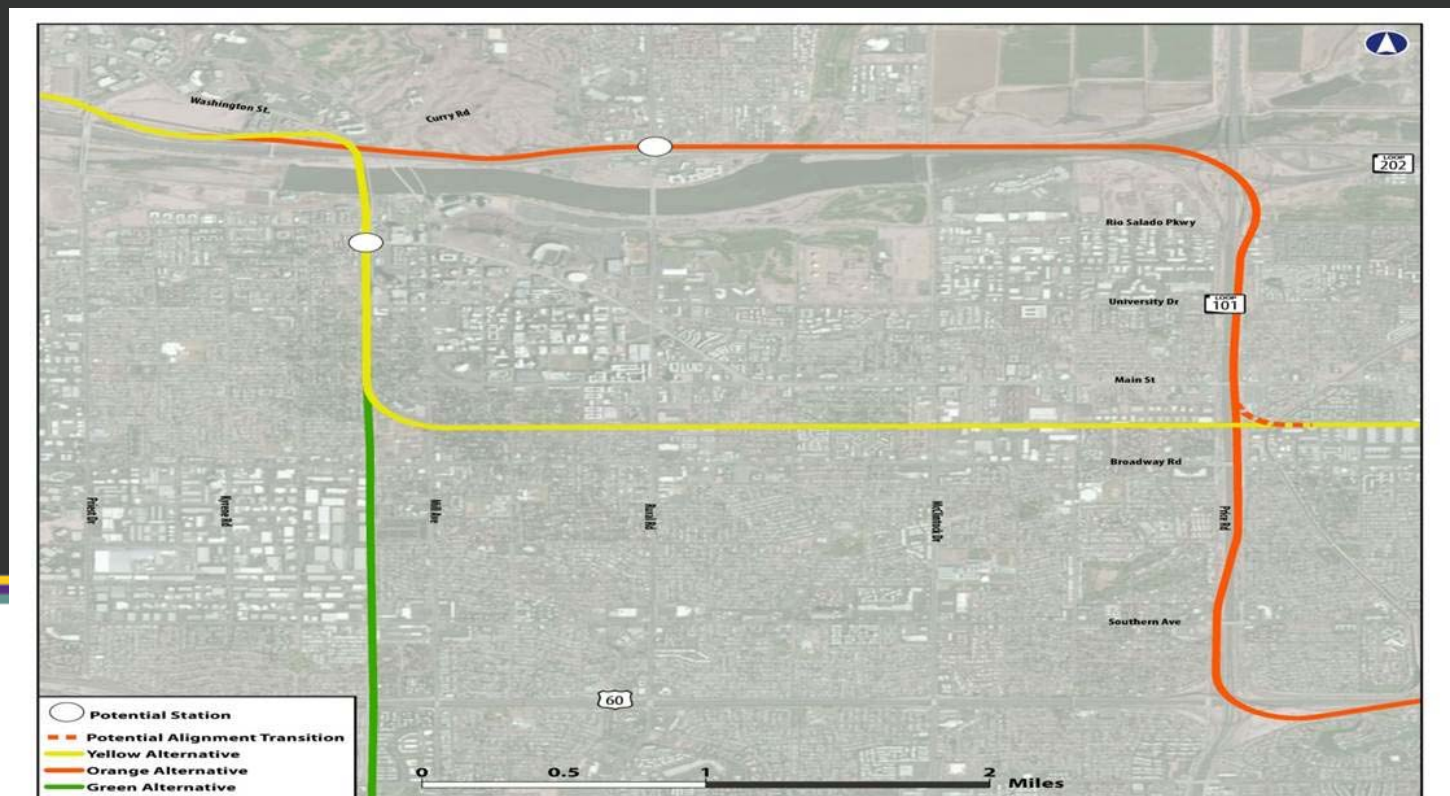
- Analyzing 1-mile-wide corridor alternatives
  - High Level Environmental Impacts Discovery Process
  - Potential impacts to identified resources
  - Findings of this process will inform Selection of Recommended Alternative(s)
  - Detailed project-level analysis in Future Tier 2
- Draft Tier 1 Environmental Document
- Public Hearings; Early 2015
  - One in each County: Maricopa, Pinal and Pima





# Technical Analysis

- Evaluation Methodology
  - Considered draft Level 3 technical analysis and Environmental Assessment, public outreach, agency coordination



Tucson to Phoenix

# Next Steps

- Alternatives Analysis – Fall 2014
- Draft Tier I EIS & Public Hearings – Early 2015
- Service Development Plan – Spring 2015



**STAFF REPORT**

---

**AGENDA ITEM 5**

**DATE**

September 9, 2014

**SUBJECT**

Character Area Plans

**PURPOSE**

The purpose of this memo is to provide an update of the ongoing Character Area planning for the Kiwanis/The Lakes and the Corona/South Tempe Character Areas.

**BACKGROUND**

Character Areas are geographic areas of the community with distinctive, recognizable character that is different from neighboring areas. These distinctive personalities may come from a variety of characteristics, including: age and style of housing; buildings, roads, bridges; retail shops and restaurants; parks and recreational amenities; street trees and landscaping; bikeways and transit routes.

Staff under the direction of Mayor and Council commenced a character area planning effort to provide a community-directed planning process and guiding document to assist in identifying, promoting and establishing the desired community character for defined areas of the City. Additionally, the idea behind this project is defining how the community envisions private development and city projects within the character area, which could reflect design/appearance standards for private development, marketing and development of city owned vacant land, ability to encourage specific types of uses through knowledge of what is needed in an area, multi-family needs and impact assessment, single-family neighborhood programs to encourage reinvestment, commercial strip center reinvestment programs, tree and shade or bike and walkability programs across the City.

Staff identified a toolbox of varying methods of public outreach, areas of research and project timeline that can be used with any of the character area plans. Each character area will have its distinct way to provide outreach. In other words, it not one size fits all and we have the ability to tailor the outreach to the desires of the character area.

The timeline comprises 12 months per plan while two areas are developed simultaneously. That timeline includes an outreach activity from the toolbox of ideas, five times during a nine month outreach period. So that other character areas do not have to wait an extraordinary time for their plans, we suggested that two areas be developed per 12 month period to allow all eight areas to have a plan developed between 2014 and 2018. Mayor and Council will be asked to identify the next two areas to proceed starting in 2015.

### **Kiwanis/The Lakes and Corona/South Tempe Character Area Plans**

Over the past eight months staff has worked with the community in these two Character Areas to:

- Define and describe the Character Area Planning process and share a Profile of the area  
Kiwanis/The Lakes Character Area  
Profile <http://www.tempe.gov/home/showdocument?id=23397>
- Corona/South Tempe Character Area  
Profile <http://www.tempe.gov/home/showdocument?id=23450>
- Inventory the Amenities and Gaps
- Identify the desired Character and Vision

Our upcoming meetings will identify Strategies and Priorities for the plans in late August and a DRAFT Character Area Plan will be introduced to the community in late October. Based upon feedback from review of the Draft Plan, a Final Plan will be released in December 2014 for both areas.

At your meeting I will highlight some of the trends, findings, and conclusions from the process.

### **FISCAL IMPACT**

None

### **RECOMMENDATION**

This item is for information.

### **CONTACTS**

Nancy Ryan  
Project Management Coordinator  
480-350-8096  
[Nancy\\_ryan@tempe.gov](mailto:Nancy_ryan@tempe.gov)

### **ATTACHMENTS**

Map of Character Areas



**CITY OF TEMPE  
TRANSPORTATION COMMISSION**



**STAFF REPORT**

---

**AGENDA ITEM 6**

**DATE**

Sept. 9, 2014

**SUBJECT**

Pedicab Ordinance

**PURPOSE**

Staff with the City Attorney's Office will discuss the proposed pedicab ordinance with the Commission.

**BACKGROUND**

The Tempe Police Department in conjunction with the Transportation Division has drafted an ordinance amending Chapter 7 of the Tempe City Code relating to bicycling by adding a new Article VII relating to pedicabs.

Staff will review with the Commission the details of the proposed ordinance. A summary of the proposed ordinance is below.

The city finds that pedicabs have become an increasingly popular form of non-motorized transportation for hire. The purposes of this ordinance are to regulate the pedicab industry; to set basic safety standards, operating procedures and insurance requirements; and to accommodate a low-emission means of transportation while enhancing the experience of the pedicab passenger. It is necessary to enact regulations governing pedicabs, operators and owners to protect the general health, safety and welfare of the public and the passengers using pedicabs for hire.

**FISCAL IMPACT**

None

**CONTACT**

Bill Amato, PD Legal Advisor  
City Attorney's Office  
480-350-8610  
bill\_amato@tempe.gov

**ATTACHMENT**

Proposed Ordinance

**ORDINANCE NO. O2014.\_\_\_\_\_**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, AMENDING CHAPTER 7, TEMPE CITY CODE, RELATING TO BICYCLES BY ADDING A NEW ARTICLE VII, RELATING TO PEDICABS.**

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, as follows:

**Section 1.** That Chapter 7 of the Tempe City Code is hereby amended by adding a new Article VII to read as follows:

**ARTICLE VII. PEDICABS**

**Sec. 7-66. Purpose.**

The city finds that pedicabs have become an increasingly popular form of non-motorized transportation for hire. The purposes of this ordinance are to regulate the pedicab industry; to set basic safety standards, operating procedures and insurance requirements; and to accommodate a low-emission means of transportation while enhancing the experience of the pedicab passenger. It is necessary to enact regulations governing pedicabs, operators and owners to protect the general health, safety and welfare of the public and the passengers using pedicabs for hire.

**Sec. 7-67. Definitions.**

In this article, unless the context otherwise clearly requires a different meaning:

*Bicycle* means a device propelled by human power on which any person may ride, having two (2) tandem wheels or having three (3) wheels in contact with the ground.

*Daytime* means the period between sunrise and sunset.

*Fare* means a form of payment, monetary or otherwise, in exchange for being transported or driven but does not include gratuities.



*For hire* means to provide, or offer to provide, a service in exchange for any form of payment, monetary or otherwise, or gratuity.

*Helper motor* means a device with a maximum speed of twenty-five (25) miles per hour or less on a flat surface with less than a one per cent grade.

*Knowingly* means, with respect to conduct or a circumstance described in this article, that a person is aware or believes that his or her conduct is of that nature or that the circumstance exists. It does not require any knowledge of the unlawfulness of the act or omission.

*Moped* means a bicycle or tricycle that is equipped with a helper motor.

*Nighttime* means the period between sunset and sunrise.

*Pedicab* means (a) a bicycle or moped that transports, is capable of transporting, or is held out to the public as available to transport passengers on seats attached to the bicycle or moped, that is operated by an individual, and that is used for transporting passengers for hire; or (b) a bicycle or moped that pulls a trailer, sidecar or similar device, that transports, is capable of transporting, or is held out to the public as available to transport passengers on seats attached to the trailer, side car or similar device, that is operated by an individual, and that is used for transporting passengers for hire.

*Pedicab Operator* means any individual person who is in actual physical control of a pedicab within the city.

*Pedicab Owner* means a person who owns or holds any legal ownership interest in a pedicab.

(State law reference, ARS § 28-101.6.)

## **Sec. 7-68. Pedicab lights and reflectors.**

It is unlawful to operate a pedicab without:

- (1) Using a lamp on the front that illuminates a person or vehicle at least fifty (50) feet to the front during the nighttime, or
- (2) Using a lamp on the front that emits a solid stream of white light visible from at least five hundred (500) feet to the front during the nighttime, or
- (3) Using a lamp on the front that emits a solid stream of white light visible from at least one hundred (100) feet to the front during the daytime, or
- (4) Using an Arizona Department of Transportation-approved red reflector on the rear visible from at least fifty (50) to three hundred (300) feet to the rear when



the reflector is directly in front of lawful motor vehicle upper beams during nighttime.

- (5) Using a lamp on the rear that emits a red light visible from at least five hundred (500) feet to the rear during nighttime, or
- (6) Having a spoke reflector affixed to each wheel.

**Sec. 7-69. Pedicab additional safety features.**

It is unlawful to operate a pedicab without:

- (1) A braking system capable of stopping the pedicab and any attached trailer safely, or
- (2) A mirror located to reflect to the operator a view of the road at least two hundred (200) feet to the rear, or
- (3) A horn audible from at least fifty (50) feet away in any direction.

**Sec. 7-70. Pedicab size.**

It is unlawful to operate a pedicab that is wider than fifty-four (54) inches at its widest point.

**Sec. 7-71. Pedicab condition.**

- (a) It is unlawful to operate a pedicab that is not in good working order.
- (b) It is unlawful to operate a pedicab that has:
  - (1) Exposed rust, or
  - (2) Ripped upholstery or fabric, or
  - (3) Exposed wood that is not painted and in good condition, or
  - (4) Dirt or debris on any surface accessible to patrons.

**Sec. 7-72. Pedicab operation.**

- (a) It is unlawful to operate a pedicab:
  - (1) By riding other than on or astride a permanent and regular seat attached to the pedicab, or

- (2) Carrying more passengers than the number of seats available, except that persons under five (5) years of age are excluded from this limitation if each child is sitting on the lap of an adult, or
- (3) With more than one trailer, sidecar, or similar device attached, or
- (4) In a manner that results in damage to public property, or
- (5) In a manner that results in colliding with a pedestrian, or
- (6) Equipped with a siren or whistle, or
- (7) While knowingly permitting another to attach their person, bicycle, coaster, sled, toy vehicle, roller skates, skateboard, scooter, or other rolling device to the pedicab, or
- (8) While carrying anything that prevents the operator from keeping at least one hand on the handlebars at all times, or
- (9) On a street or alley that has been closed by the city to motor vehicles, or adjoining sidewalk, or
- (10) On a street without a designated bike lane when the street has a posted speed limit of thirty-five (35) miles per hour or greater, except for crossing that street, or
- (11) On a street with a posted speed limit of thirty-five (35) miles per hour or greater for the purpose of stopping to pick up or drop off passengers, or
- (12) That obstructs pedestrian traffic on a sidewalk by remaining stopped on a sidewalk longer than necessary to pick up or drop off passengers, or
- (13) Without a clearly visible manufacturer's serial or identification number on either the operator's or the passenger's portion of the pedicab.

(b) It is unlawful for an operator to knowingly remove, deface, alter or destroy the manufacturer's serial or identification number on a pedicab.

(c) All pedicabs must follow applicable state laws and city ordinances regarding the operation of the pedicab consistent with bicycles and mopeds on public thoroughfares.

### **Sec. 7-73. Fares.**

It is unlawful for the operator of a pedicab to:

- (1) Charge a passenger a fare that was not agreed upon with the passenger in advance, or
- (2) Demand a fare from a passenger after agreeing to provide the service for a gratuity only.

**Sec. 7-74. Driver License and other required documents.**

- (a) It is unlawful for an operator to operate a pedicab without having in possession either:
  - (1) A valid driver license; or
  - (2) If the operator is a qualified individual with a disability under the Americans with Disabilities Act, proof of having passed the written exam required by the Arizona Department of Transportation Motor Vehicle Division for vehicle operation and a government-issued photo identification document.
- (b) It is unlawful for an operator to fail to display the license or other required documents, including proof of insurance, to a law enforcement officer on demand.
- (c) The driver license may be issued by Arizona or another state, but cannot be cancelled, revoked, or suspended.

**Sec. 7-75. Insurance requirements.**

- (a) The operator of a pedicab shall maintain at all times an owner 's or operator 's policy of liability insurance in the amount of at least one million dollars.
- (b) The insurance company issuing the policy shall be authorized to issue commercial liability policies in this state by the Arizona Department of Insurance.
- (c) The policy shall designate by explicit description or by appropriate reference all pedicabs for which coverage is granted.
- (d) The policy shall insure the person named in the policy as the insured and any other person, as insured, using the pedicab with the express or implied permission of the named insured against loss from the liability imposed by law for damages arising out of the ownership, maintenance, or use of the pedicab within the City or State of Arizona.

**Sec. 7-76. Street or public area restrictions.**

The Chief of Police or designee may designate or limit public areas or streets available for pedicabs.

**Sec. 7-77. Responsibility of owner.**

It is unlawful for an owner to permit a pedicab to be operated or maintained in violation of Sections 7-68 through 7-75.

**Sec. 7-78. Penalties.**

(a) A first violation is a petty offense and shall be punished by a fine of not less than one hundred fifty dollars (\$150.00) nor more than three hundred dollars (\$300.00) per violation.

(b) A second or subsequent violation of this article within one (1) year of conviction of a first violation is a class two misdemeanor and shall be punished, in addition to any other penalties authorized by law, by a fine of not less than three hundred dollars (\$300.00) per violation.

**Secs. 7-79—7-85. Reserved.**

**Section 2.** Pursuant to the Tempe City Charter, Section 2.12, ordinances are effective thirty (30) days after adoption.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
Mark W. Mitchell, Mayor

ATTEST:

\_\_\_\_\_  
Brigitta M. Kuiper, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Judith R. Baumann, City Attorney

**STAFF REPORT**

---

**AGENDA ITEM 7**

**DATE**

September 9, 2014

**SUBJECT**

Future Agenda Items

**PURPOSE**

The Chair will request future agenda items from the commission members.

**BACKGROUND**

The following future agenda items have been previously identified by the Commission or staff:

- Proposed Short Term Improvements for I-10/I-17 (October)
- Transportation Master Plan (October)
- Upstream Dam Pedestrian Bridge over Town Lake (October)
- Underpass @ Southbank Rio Salado Path & McClintock Drive (October)
- Signal preemption vs. prioritization for bus and light rail (October)
- Bus Unification Update (November)
- TIM Market Research Results (November)
- City Budget Long-Range Forecast Presentation (November)
- MAG Annual Grant Process Review (November)
  - FTA Section 5310 - Grant for transportation for elderly and persons with disabilities.
  - Transportation Investment Generating Economic Recovery
  - Congestion Mitigation and Air Quality Program Projects
  - Urbanized Area Formula Program (5307)
  - Job Access Reverse Commute
  - Transportation Alternatives Program
- Transportation CIP Requests (December)
- 2015/16 Media Buy (December)
- Bike Hero (January)
- Orbit Saturn (March)
- City Budget Long-Range Forecast Update (Operating) & CIP follow-up (March)
- CIP Discussion (April)
- Bus Unification (May)
- MAG Pedestrian Design Assistance Grants (May)

- City Tentative Fiscal Year 2015-16 Operating Budget (June)
- MAG Congestion Mitigation and Air Quality Program (CMAQ ITS) (June)
- Scottsdale/Rural Road BRT Link Service Study Update (TBD)
- Larger Orbit buses (TBD)

**FISCAL IMPACT**

None

**RECOMMENDATION**

This item is for information only.

**CONTACT**

Shelly Seyler

Deputy Public Works Director – Transportation and Traffic Engineering

480-350-8854

[shelly\\_seyler@tempe.gov](mailto:shelly_seyler@tempe.gov)

**ATTACHMENTS:** City Annual Budget Planning Process and MAG Annual Grant Process

**City Annual Budget Planning Process**

<b>Council/Public Input Dates</b>	<b>Topic</b>	<b>Transportation Commission Input/Info. Dates</b>	<b>Action Requested by Transportation Commission</b>
<b>August</b>	Issue Review Session – Budget Strategy Update	<b>n/a</b>	
<b>October</b>	Issue Review Session – Long-Range Forecast Presentation	<b>November</b>	Commission provided a copy of the long-range forecast.
<b>November</b>	Committee of the Whole – Budget Discussion Follow-up	<b>n/a</b>	
<b>Early February</b>	Issue Review Session – Introduction of CIP Requests	<b>December</b>	Staff requests that the Commission review and provide input regarding Transportation CIP requests.
<b>Mid-February</b>	Public Meeting(s) – Budget (Operating and Capital Budgets)	<b>n/a</b>	
<b>Late February</b>	Issue Review Session – Long-Range Forecast Update (Operating) & CIP follow-up	<b>March</b>	Commission provided with an update on Operating and CIP discussion.
<b>Mid-March</b>	Issue Review Session- CIP Discussion	<b>April</b>	Commission provided with an update on the CIP discussion.
<b>Late April</b>	Issue Review Session – FY 2014-15 Operating Budget Review	<b>n/a</b>	
<b>Late May:</b>	Council considers adoption of Tentative Fiscal Year 2015-16 Operating Budget	<b>June</b>	Commission provided with an update on the tentative adoption.
<b>Early June</b>	Council considers adoption of Final Fiscal Year 2015-16 Operating Budget and Public hearing and adoption of the Fiscal Year 2015-16 Capital Improvements Program	<b>n/a</b>	

### MAG Annual Grant Process

Timeline	Grant Type	Transportation Commission Input Dates	Action Requested by Transportation Commission
<b>Annually released in Early to Mid-February and due in Early to Mid-March</b>	FTA Section 5310 - Grant for transportation for elderly and persons with disabilities.	<b>November</b>	Staff requests that the commission review and provide input regarding proposed project.
<b>Annually released Early March and due in late April</b>	Transportation Investment Generating Economic Recovery (TIGER) – Federal Department of Transportation discretionary grant program. Total available funds nationwide was \$600 million for 2014. Regional projects are solicited by MAG.	<b>November</b>	Staff requests that the commission review and provide input regarding proposed project.
<b>Annually released in late May and due in late June</b>	MAG Pedestrian Design Assistance Grants	<b>May &amp; June</b>	Staff requests that the commission review and provide input regarding proposed project.
<b>FY 2015 or 2016</b>	Highway Safety Improvement Program (HSIP) – There is a state portion (ADOT) and a regional portion (MAG). ADOT accepts requests for state funds on a continual/ongoing basis. Selections are based on safety needs and data. MAG regional funds are currently programmed through FY 2017.	<b>Not Applicable</b>	Based on historical safety data, staff has already identified the intersections of Rural Road & Southern Avenue and Rural Road & University Drive as priorities for future HSIP funding.



<b>February 2015</b>	Urbanized Area Formula Program (5307) – Administered by Federal Transit Administration and pays for capital projects such as transit facilities and rolling stock. Most of the funding is committed to pay for transit improvements identified in the MAG Regional Transportation Plan. Unspent portion of the funds are offered by MAG every two years via competitive grants.	<b>November</b>	Staff requests that the commission review and provide input regarding proposed projects.
<b>March 2015 with full solicitation, every 3 years</b>	Congestion Mitigation and Air Quality Program (CMAQ) – Bike and Pedestrian Improvements; PM2.5; Transit; Street Sweepers.	<b>November</b>	Staff requests that the commission review and provide input regarding proposed project.
<b>Mid-March 2016 and due Mid-April, every 2 years</b>	Job Access Reverse Commute (JARC) – Projects that are eligible must demonstrate improved job access for low income population.	<b>November</b>	Staff requests that the commission review and provide input regarding proposed project.
<b>August 2016 and due in mid-September, every 3 years:</b>	Transportation Alternatives Program (TAP) - Bike and Pedestrian Projects	<b>November</b>	Staff requests that the commission review and provide input regarding proposed project.
<b>ON HOLD Released in August and due in September</b>	Congestion Mitigation and Air Quality Program (CMAQ ITS) are Federal fund for ITS projects. Projects are selected based on air quality scores and committee member scores. Programming is set through FY 2017. It is not known at this time how the arterial ITS program will proceed.	<b>June</b>	Staff requests that the commission review and provide input regarding proposed projects prior to call for projects in August.